

2003 Community Impact Assessment Midwest Regional Workshop

Putting It Into Context

Indianapolis, Indiana

September 11, 2003

Best Practices in Cumulative and Indirect Impacts

The State-of-the-Art in Wisconsin

Susan M. Fox

susan.fox@dot.state.wi.us

608-267-4473

US 12 Memorandum of Agreement

- Where have we been?
- What have we done?
- Where are we going?
- How are we getting there?

Secondary Land Use Impact Methodology

“USEPA Region 5/WisDOT/FHWA will provide project coordination and oversight and will work in partnership with other state and federal agencies, and other groups as appropriate.....to create a process for development of a suitable methodology study and establish a timeframe for completion.” (Attachment A to the ROD) MOA concerning US Highway 12 between Middleton and Lake Delton, Wisconsin

Where have we been?

Wisconsin DOT Guidance Document
Indirect and Cumulative Effects Analysis for
Project-Induced Land Development: Technical
Reference Guidance Document (1966)

What have we done?

- EPA/WisDOT/FHWA sponsored workshop in May 2002—Louis Berger and Associates hired by EPA
- Objective was to provide training to choose a methodology to estimate induced growth and development from highway and other transportation improvements.

What else have we done?

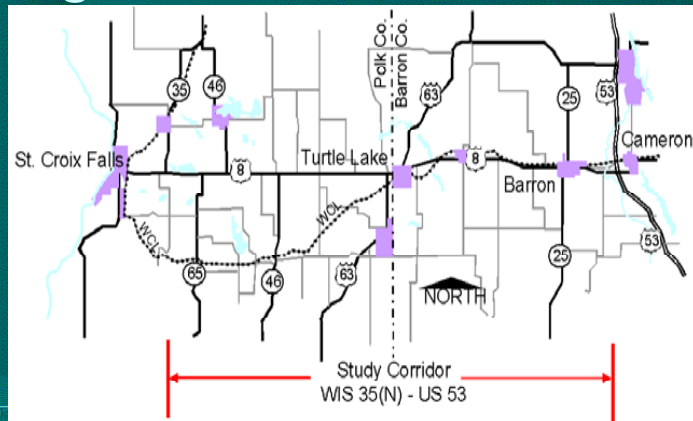
- EPA/WisDOT/FHWA sponsored workshop in May 2003—Parsons Brinckerhoff hired by EPA
- Assist WisDOT to choose method for indirect and cumulative effects analysis for US 8
- The “State of Knowledge” of Land Use Impacts of Transportation Analysis Methods
- New Hampshire I-93 Expert Panel Case Study
- Work session on US 8

Where are we going?

- Pilot studies
 - US Highway 8 EIS--2003
 - Project in Dane County or other urban county—2004 or beyond
- Follow-up study on STH 29—Economic and Land Use Impacts of Wisconsin STH 29
www.fhwa.dot.gov/planning/econdev/wis298.htm

US Highway 8 EIS

- US 8 is rural 2-lane passing through three small rural and two larger urban communities



- Use expert panel approach for bypass routes
- Use modified Delphi method for corridor analysis



US 8 - Indirect and Cumulative Impact Analysis Methodology

- Includes 2 components:
 - Component 1 : Expert Panels for Bypass Communities (Barron and Turtle Lake)
 - Three meetings
 - Component 2 : Delphi Surveys (Polk and Barron Counties)
 - Participants do not meet as a group

Expert Panel Participants

- Focus group members
- County board members
- Town officials
- City and village officials
- Local agency and department heads
- Business owners
- Agricultural interests
- Residents

Delphi Survey Participants

- Same as Expert Panel, and in addition:
- West Central Wisconsin Regional Planning Commission
- Neighboring county officials
- Other regional planning representatives

Economic and Land Use Impacts of Wisconsin STH 29



Methodology Used

- Community profiles created
- Development plans gathered
- Phone interviews with business owners and property assessors
- Community development issues that affected economic decisions were reported
- Land use plans gathered

Findings and Conclusions

- Overall positive impact on communities
- Some downtown business loss attributed to bypasses
- Increased interest in economic development
- Workers are commuting longer distances
- New and expanded manufacturing plants
- New highway-oriented development locating near interchanges

“What are the indirect and cumulative impacts of that development?”

New Development at STH 29 Interchange



Secondary/Cumulative Effects Evaluation

Verona Road/West Beltline Study



Modified Delphi/Expert Panel Approach

- Madison MPO
- Community Resource Development Coordinators—Iowa, Dane, Green Counties—UW-Extension
- County planners
- County Board
- American Farmland Trust, Regional Director
- Town Park and Open Space Commission
- Zoning administrator/City planning
- Regional Planning Commission
- University of Wisconsin--Urban and Regional Planning
- Developer/Builder

Consensus Points of the Expert Panel

- Growth and development unlikely to be altered by either build alternative
- Transportation is only one factor affecting growth and development
- Freeway alternative will have greater effect in stimulating growth and development